

**Minutes of the Public Works Committee
March 11, 2010**

Chair David Swan called the meeting to order at 8:33 a.m.

Committee Members Present: County Board Supervisors David Swan (Chair), Peter Wolff, Walter Kolb, Pauline Jaske, Pamela Meyer, and Peter Gundrum. **Absent:** Supervisor John Pledl.

Also Present: Chief of Staff Mark Mader, Legislative Policy Advisor Sarah Spaeth, Legislative Associate Karen Phillips, Business Manager Betsy Crosswaite, Engineering Services Manager Gary Evans, Waukesha Metro Transit Director Robert Johnson, Waukesha Metro Transit Deputy Director Andrew Johnson, Charlie Webb of CH2M Hill, Kurt Farrenkopf of Kapur & Associates, County Board Supervisor Candidate Kathy Chiaverotti, Freeman Reporter Joe Petrie, Park and Planning Commission Chairman Bill Mitchell, Wisconsin Coach Lines Vice-President Tom Dieckelman.

Approve Minutes of February 11, 2010

Gundrum arrived at 8:34 a.m.

MOTION: Jaske moved, second by Wolff, to approve the minutes of February 11, 2010.
Motion carried: 6-0

Correspondence

- Interim Review and Update of the Year 2035 Regional Transportation System Plan
- Invitation of the Alcohol Treatment Court Graduation Ceremony – March 11, 2010
- Letter from Public Works Director Allison Bussler to Property Owners/Residents RE: West Waukesha Bypass Study

Future Meeting Date

- April 1, 2010 at Department of Public Works - Highway Operations Building

Future Agenda Items

- Review of new State guidelines for setting speed limits
- Waukesha County Transit Update on Route 218

Motion to Allow Secretary Wolff to Approve the Final Set(s) of Public Works Committee Minutes on Behalf of the Public Works Committee

MOTION: Wolff moved, second by Kolb, to allow Secretary Wolff to approve the final set(s) of Public Works Committee minutes on behalf of the Public Works Committee. Motion carried: 6-0.

Overview of the West Waukesha Bypass Project and Update on the Status and Schedule of the Environmental Impact Statement (EIS)

Evans began with an overview of the presentation and introduction of Webb, the Consultant Team Project Manager from CH2M Hill. Webb distributed and reviewed a handout titled *Waukesha West Bypass Status and Schedule*.

Webb explained that the EIS will take place over the next 18 months and will be prepared to comply with the National Environmental Policy Act. The study will evaluate alternatives for providing a north-south arterial highway between I-94 and WIS 59, including a no build alternative. The EIS

will take environmental issues, public comment and governmental agency concerns into consideration when determining the bypass alignment. Tentatively, the design phase is scheduled for 2011-2012; construction is planned for I-94 to Northview in 2012 or 2013, Northview to Summit in 2012 or 2013, and Summit to WIS 59 in 2015 or 2016.

Webb and Evans continued with a review of the study schedule timeline. During February through April 2010, the study team is gathering information on wetlands, soil, groundwater, and performing traffic counts. The Community Sensitive Solutions Advisory Committee, comprised of a cross-section of about 20 citizen, government and business stakeholders, will meet for the first time on March 24, 2010. Subsequent meetings are scheduled for April, May, July and September 2010. The meetings are timed to be held prior to the open-house public meetings. Jaske requested a list of the advisory committee member names and what interest each represents. Webb stated he would provide the list. Webb added that some citizen members represent the subdivision in which they reside.

Public information meetings are tentatively scheduled for April and October 2010, and a public hearing is set for March 2011. Two to three open houses may be held during the design phase. Farrenkopf stated that his firm is assisting with evaluations and public involvement, as well as with preliminary design.

In closing, Webb said the final EIS is scheduled for completion in May 2011; a decision on the project is expected in July of 2011. The Federal Highway Administration must review the EIS and give the final approval of the selected option.

Evans advised that any project-related comments or questions could be referred to either he or Webb. Evans and Webb will confer with each other on a regular basis before answering questions. Webb said that a website, www.waukeshabypass.org, has been set up to keep the public informed. Webb has already received and responded to a number of emails via this website. Evans added that the EIS and public involvement is the most challenging part of the entire project process.

Swan thanked Webb and Evans for the informative presentation.

Signal and Safety Program Projects Update

Evans gave a summary of the methodology used for determining projects based on crash data. Using a PowerPoint presentation, Evans reviewed the process of gathering accident data through the State database. The County receives updated information from the State every three months. The locations of the accidents are mapped using the standards developed for the 9-1-1 system. Intersection accident rates are analyzed by looking at how many crashes occur per million vehicles going through specific intersections. Crash rates are determined and the rate to count comparisons are examined. The top 25 intersections are compared, looking at the crash rate in relation to the number of fatalities and injuries that occurred. Those results are summarized and the project selection criteria are determined. Evans stated Waukesha County is the only county in the State utilizing this technologically advanced methodology.

2009 Year-End Transit Statistics Report

Crosswaite distributed a handout titled *Waukesha County System Total*, a summary provided by Waukesha Metro Transit. A. Johnson said that the overall drop in 2009 ridership, compared to 2008, is attributable to higher unemployment and lower fuel prices. There are fewer people commuting to work and those who are working can more easily afford to drive their cars. There was an 18.3% decrease in total rides in 2009. This drop in ridership appears to be a nationwide trend.

A. Johnson further reviewed the overall 2009 statistics as compared to 2008. The *Total Rides per Revenue Hour* is the benchmark for validation of a particular route. The optimum number of total rides per revenue hour is 10; in 2009, the Waukesha County Transit System average was 14.42. Fare box revenue has decreased; however, fares increased to compensate for some of the loss. The *Investment per Total Ride* has increased 22.2%, directly related to the decrease in ridership. R. Johnson pointed out that *Operating Investment* has remaining almost the same with only a -0.2% change.

To address Kolb's concern, R. Johnson explained that when routes are not performing they are studied for about a year before being targeted for service reduction.

Crosswaite acknowledged the new and improved format of the transit statistics report. R. Johnson reviewed the background and statistics for 2009 as compared to 2008 for the following routes:

- Route 901/904/905: These routes are operated by Wisconsin Coach Lines. The total rides per revenue hour for these routes was an average of 10.75 (-21.5%). A. Johnson said the riders on this route pay 28% of the total cost of the route. The revenue to expense ratio is the second best in the system. The fare is \$3.25 on Route 901 and \$4.00 on Routes 904 and 905.
- Route 906: This route is operated by Wisconsin Coach Lines. The total rides per revenue hour was an average of 24.7 (-14.3%), the best in the system. This route has a fare box recovery ratio of 30%.
- Route 218 is operated by Wisconsin Coach Lines. Passenger fares cover only about 4% of the total cost of the service because a large number of passengers on this route are able to transfer from other transit systems, which allows them to board without paying full fare. Most of the rides are generated by the FedEx facility in New Berlin. This route carries 7.52 rides per revenue hour, which ranks last among all fixed routes in the system. Improving the ridership on this route is a top priority in 2010.

Gundrum suggested asking FedEx for a subsidy since their employees benefit most from Route 218. Wolff asked if a smaller bus could be used. R. Johnson explained that the main cost of the bus is the driver. He said it would be logical to extend this route to serve other businesses in the area. R. Johnson stated a decision on this route would be made in time for the 2011 budget. A recommendation will be made to the Public Works Committee sometime during the summer, before the budget reviews.

- 901 Paratransit: This service is operated by Transit Express and provides curb-to-curb passenger service. Paratransit service is mandated by federal law. There has been a dramatic decrease in customer complaints since Transit Express took over the route. Operating expenses and investment per ride is very high, but it is at or below the national average for paratransit rides.
- Route 10 Extension: This route is an extension into Waukesha County of an existing route operated by Milwaukee County Transit. This route has the highest number of rides per

revenue hour in the system, carrying almost 29 riders each hour (-22.1%). The fares cover about 25% of the total cost of the service.

- Route 79: This route is operated by Milwaukee County Transit and is also known as a “Freeway Flyer.” Passengers pay about 28% of the cost of the ride. The total rides per revenue hour is 16.44 (-12.7%).
- Route 1 Extension: This route is an extension into Waukesha County of an existing route operated by Waukesha Metro Transit and travels between downtown Waukesha and Brookfield Square with numerous stops along the way. The route extension carried about 18% of total system ridership and has over 17 rides per revenue hour (-6.5%).

To answer questions about monitoring ridership and other benchmarks, A. Johnson said use of the rides per revenue hour is the gold standard in the transit industry. He further explained how actual ride counts are done on every route and discussed the various aspects involved in monitoring the many aspects of specific bus route ridership.

Executive Committee Report

Swan gave a summary of the items discussed at the Executive Committee meeting of February 15, 2010.

- Discussion and approval of five ordinances
- Presentation and discussion on Housing Trust Fund Proposal

MOTION: Wolff moved, second by Gundrum, to adjourn at 10:40 a.m. Motion carried: 6-0.

Respectfully submitted,

Peter Wolff
Secretary